REMARKS/ARGUMENTS

Figs. 1 and 2 were objected to by the Examiner. Reconsideration of the objection is respectfully requested.

Replacement sheets for Figs. 1 and 2 are enclosed to overcome the objection.

The planes 19, 20 have been changed to the correct positions. The planes 19, 20 are perpendicular to the axis of rotation 1 in accordance with the specification on page 6, lines 20, 21.

In Fig. 1 the measuring unit 10 performs the measurement on the inside periphery of the rim 9 (page 6, lines 21, 22 of the specification).

In Fig. 2, the additional units 11 and 12 perform measurements on the outwardly disposed part of the rim (measuring unit 11) and on the tread surface of the tire (measuring unit 12).

Claims 2, 6, and -10 were rejected under 35 U.S.C. §112, second paragraph. Reconsideration of the rejection is respectfully requested.

Claims 2, 6, and 8-10 have been amended to overcome the rejection.

Claims 1-6, 8-16, and 18 were rejected under 35 U.S.C. §102(a) as being anticipated by any one of Kitagawa et al., U.S. Patent No. 6,657,711; Boess et al., U.S. Patent No. 6,414,304; and Bartko et al., U.S. Patent No. 5,731,870. Reconsideration of the rejection is respectfully requested.

Kitagawa et al. teaches a roller table 2 on which the wheel 1 is rotated. Further, Kitagawa et al. teaches that the laser beam has a predetermined geometric pattern and is emitted on the central portion of the tire side wall or the peripheral portion of the disk wheel, (column 7, first paragraph).

In the case of a plurality of dots arranged linearly, (column 7, line 1), the laser beam must be moved and therefore changes its direction.

As can be seen in Fig. 1 of Kitagawa et al., each of the three linear laser beams impinge on the tire side wall in curved lines. Each curve is expanded in a plane which includes the rotation axis of the wheel. Therefore, the measuring points of Kitagawa et al. are positioned in planes which include the rotation axis of the wheel, when considering each of the three laser beams.

During the rotation of the wheel, the scanned measuring points are positioned in a ring-shaped area on the tire side wall. The width of the scanned ring area corresponds to the length of the linear pattern images 11 to 13 produced by the laser beam on the tire side wall.

A measurement point, as mentioned in independent claims 1 and 11, is different from a geometric pattern, as disclosed in Kitagawa et al. Additionally, independent claims 1 and 11 claim measuring points on a respective periphery of a corresponding part of the wheel in at least two planes which are perpendicular to the rotation axis of the wheel. This feature describes at least two circular lines along which the measuring points are scanned by the light beam.

The at least two circular scanning lines defined by claims 1 and 11 are different from the one ring-shaped scanning area having a width corresponding to the length of the curved pattern images produced by the laser beams on the tire wall side in Kitagawa et al.

The ring-shaped scanning area of Kitagawa et al. is produced by the three laser beams on one wall side. Therefore, Kitagawa et al. does not give any motivation to scan and measure points in at least two different planes which are perpendicular to the rotation axis of the wheel, wherein the measuring points are on peripheral lines on wheel parts within the at least two planes.

Kitagawa et al. does not disclose the step of measuring the rotary angle positions of the respective measuring points, as claimed in independent claim 1. Furthermore, Kitagawa et al. does not disclose a rotary angle sensor, as claimed in independent claim 11. According to Figs. 7A, 7B and Figs. 17-24, particularly Fig. 24, of Kitagawa et al., several angles (toe, chamber, etc.) which are needed for the wheel alignment are shown and explained in the related text portions of Kitagawa et al., but the measurement of a rotary angle and a rotary angle sensor, as claimed herein, are not disclosed.

Therefore, the measurement values, from which the position of the vehicle wheel with respect to the axis of rotation are determined, are different from the measurement values which are used by Kitagawa et al.

In Boess et al., the target locations 4 and 6, towards which light beams are emitted, are disposed in a vertical plane passing through an axis of a motor vehicle wheel 3, and target locations 5 and 7, towards which light beams are emitted, are disposed in a horizontal plane also extending through the axis of the wheel, (column 3, lines 21-46). In contrast, as previously

stated, independent claims 1 and 11 claim measuring points in at least two planes which are perpendicular to the rotation axis of the wheel.

In Bartko et al., three lasers 12-14 project laser light into three locations on the sidewall of a tire mounted on a wheel undergoing measurement, (column 5, lines 42-45; Fig. 1). Again, independent claims 1 and 11 claim measuring points in at least two planes which are perpendicular to the rotation axis of the wheel.

Since claims 4-6, 8-10, 12-16, and 18 are directly or indirectly dependent upon one of independent claims 1 and 11, they are allowable over Kitagawa et al., Boess et al., and Bartko et al. for the reasons recited above with respect to the allowability of independent claims 1 and 11 over Kitagawa et al., Boess et al. and Bartko et al.

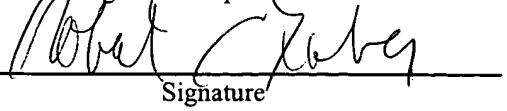
Claim 7 was rejected under 35 U.S.C. §103(a) as being unpatentable over Kitagawa et al. in view of Conheady et al., U.S. Publication No. 2002/00182818. Reconsideration of the rejection is respectfully requested.

Since claim 7 is indirectly dependent on independent claim 1, claim 7 is allowable over Kitagawa et al. for the reasons recited above with respect to the allowability of independent claim 1 over Kitagawa et al. With regard to Conheady et al., it does not teach, disclose, or suggest "scanning a plurality of measurement points on the rotating wheel in contactless mode in at least two planes perpendicular to the axis of rotation and on a respective periphery of the corresponding part of the wheel, (emphasis supplied), as claimed in independent claim 1.

In view of the foregoing amendments and remarks, allowance of claims 1-16 and 18 is respectfully requested.

I hereby certify that this correspondence is being deposited with the United States Postal Service with sufficient postage as First Class Mail in an envelope addressed to: Mail Stop AF, Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450, on October 31, 2005:

Robert C. Faber
Name of applicant, assignee or Registered Representative



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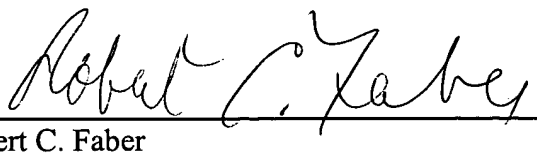
Respectfully submitted,



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AMENDMENT TO THE DRAWING(S)

Please find enclosed replacement sheets for Figs. 1 and 2, with amendments thereon for the approval of the Examiner.